

What is claimed is:

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1. A ferritic stainless steel sheet for fuel tanks and fuel pipes comprising, by mass percent: about 0.1% or less of C; about 1.0% or less of Si; about 1.5% or less of Mn; about 0.06% or less of P; about 0.03% or less of S; about 1.0% or less of Al; about 11% to about 20% Cr; about 2.0% or less of Ni; about 0.5% to about 3.0% Mo; about 0.02% to about 1.0% V; about 0.04% or less of N; at least one of about 0.01% to about 0.8% Nb and about 0.01% to about 1.0% Ti; and the balance being Fe and incidental impurities.
  2. The ferritic stainless steel sheet according to Claim 1, wherein the ferritic stainless steel sheet has a ridging height of about 50  $\mu\text{m}$  or less at a 25% deformation in uniaxial stretching.
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3. The ferritic stainless steel sheet according to Claim 1, wherein a lubricant coat comprising an acrylic resin, calcium stearate, and polyethylene wax is coated and baked on at least one surface of the ferritic stainless steel sheet in a coating amount of about 0.5  $\text{g}/\text{m}^2$  to about 4.0  $\text{g}/\text{m}^2$ .
  4. The ferritic stainless steel sheet according to Claim 2, wherein a lubricant coat comprising an acrylic resin, calcium stearate, and polyethylene wax is coated and baked on at least one surface of the ferritic stainless steel sheet in a coating amount of about 0.5  $\text{g}/\text{m}^2$  to about 4.0  $\text{g}/\text{m}^2$ .
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5. A fuel tank comprising the ferritic stainless steel sheet according to Claim 1.
  6. A fuel pipe comprising the ferritic stainless steel sheet according to Claim 1.

148 7. The ferritic stainless steel sheet according to Claim 1, wherein the ferritic stainless steel sheet has an r-value of at least about 1.5.

146 8. A method for making a ferritic stainless steel sheet for fuel tanks and fuel pipes, comprising the steps of:

rough-rolling a slab comprising, by mass percent, about 0.1 % or less of C, about 1.0% or less of Si, about 1.5% or less of Mn, about 0.06% or less of P, about 0.03% or less of S, about 1.0% or less of Al, about 11% to about 20% Cr, about 2.0% or less of Ni, about 0.5% to about 3.0% Mo, about 0.02% to about 1.0% V, about 0.04% or less of N, at least one of about 0.01% to about 0.8% Nb and about 0.01% to about 1.0% Ti, and the balance being Fe and incidental impurities;

hot-rolling the rough-rolled sheet under a linear pressure of at least about 3.5 MN/m at a final pass in the finish rolling;

cold-rolling the hot-rolled sheet at a gross reduction rate of at least about 75%, the cold-rolling including one rolling stage or at least two rolling stages including intermediate annealing; and

annealing the cold-rolled sheet.

9. The method according to Claim 8, wherein the hot-rolled sheet is subjected to hot-rolled sheet annealing according to the following equations, cold rolling, and finish annealing:

$$900 \leq T + 20t \leq 1,150 \text{ and } t \leq 10$$

wherein T is annealing temperature (°C) and t is holding time (minutes).

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10. The method according to Claim 8, wherein a lubricant coat comprising an acrylic resin, calcium stearate, and polyethylene wax is coated and baked on at least one surface of the hot-rolled or annealed hot-rolled sheet in a coating amount of about 0.5 g/m<sup>2</sup> to about 4.0 g/m<sup>2</sup>.

11. The method according to Claim 9, wherein a lubricant coat comprising an acrylic resin, calcium stearate, and polyethylene wax is coated and baked on at least one surface of the hot-rolled or annealed hot-rolled sheet in a coating amount of about 0.5 g/m<sup>2</sup> to about 4.0 g/m<sup>2</sup>.

12. A fuel tank comprising a ferritic stainless steel sheet made from the method according to Claim 8.

13. A fuel pipe comprising a ferritic stainless steel sheet made from the method according to Claim 8.